

Victoria Daily Times.

Vol. 25.

VICTORIA, B. C., THURSDAY, APRIL 15, 1897.

No. 40.

UMBRELLAS and ...Walking Sticks

We have an EXCEPTIONALLY FINE ASSORTMENT OF GOLD AND SILVER MOUNTED UMBRELLAS AND WALKING STICKS, for both Ladies and Gentlemen. They are the Newest Styles, Beautifully Finished, Neat, and not expensive. COME AND SEE THEM.

Challoner, Mitchell & Co.
47 GOVERNMENT STREET

...FROM...

J. Hutcheson & Co.

OUR constant aim is to make it profitable to our patrons to deal with us. Our Stocks for Spring are all opened up, and for variety and value surpass all previous efforts. Greatest care in buying and lowest price in selling assure our success and your profit to buy here.

Easter Announcements

New French Kid Gloves.
Silk and Wool Dress Robes.
New Capes, Coats and Skirts.
Changeable Glorians and Sicilians.
One Case New Laces and Veilings.
New Silks for Dresses and Waists.
Novelty Blouses (Collars and Cuffs).
A Grand Assortment of Summer Hosiery.
Every New Thing in Cotton Dress Fabrics.

And One Car Ticket Free With Every Dollar Spent at....

The Westside.

Spring Goods

A Very Large Stock of Elegant Lace Curtains,
Brussels Lace, Swiss Lace, Fine Nottinghams, etc.
A Line of Stripe Silk Curtains,
And all kinds of Drapery Materials.
Liberty Goods in Serges, Cretonnes, etc.

WEILER BROS.,

51 to 55 Fort Street, VICTORIA.

....FOR....

SEAGRAM'S WHISKEY

THE SOLE AGENTS ARE

R. P. RITHET & CO., Ltd., Wharf St.

- - Two Expressions - -

Often Used by Ladies and Gentlemen

"THAT'S A NICE FITTING SUIT" WHERE DID YOU GET IT MADE? WHY, AT.....

WILLIAM STEWART'S,

THE MERCHANT AND LADIES' TAILOR, 47 FORT STREET, THE BEST PLACE IN THE CITY FOR STYLISH GARMENTS.....

Trout Fishing Has Begun

If you want the best tackle, see our SCOTCH FLIES, GUT CAST, RODS, REELS, LINES. They are of the best make, and are all fresh and new.

At FOX'S, 78 Government St.

40 CENTS. All Pure and Delicious.
50 CENTS. Sealed Lead Packages Only.
60 CENTS. Beware of Substitutes.

TAMILKANDE

Lead Packets Only.

NEVER IN SULK.
ALL GROCERS.

TAMILKANDE TEA CO., Montreal-SIMON LEISER & CO., Agt., Victoria.

NEW ADVERTISEMENTS.

MOST ELEGANTLY FURNISHED suites on single rooms. Mrs. Wain, the Vernon, 96 Douglas street.

TO LEASE—Painting on Victoria Ave., adjoining city limits. Swiss cottage, 15 rooms; stabling; six acres all under grass and small fruits, including 100 prunes and 100 apple trees. Apply 40 Government street.

NOVELTY BICYCLE COMPETITION at Germania, on Friday next, at 8 p.m.; straightest line rider wins a beautiful pair of horses (mounted); no entrance fee.

FOR SALE—Five acres fine land, on good road; four miles from Victoria; thoroughly cleared and fenced; house, barn, etc.; cheap; easy terms. Apply Batterley, Craigflower road.

PHOTOGRAPHIC OUTFITS—A full line of cameras just received; call and see them; prices from 65 upwards, at R. Maynard's, 41 Pandora avenue.

GO TO KNIGHT'S BOOKSTORE for the May magazines. New Illustrated Strand, Nickel, etc., now ready. 75 Yates St.

THE CORBETT-FITZSIMMONS FIGHT will be on sale to-night at Morris' on arrival of Charnier.

WANTED—A first-class coat-maker. Apply to Campbell & Co., corner Broad St. and Truncheon Alley.

WANTED—A second hand cash register. State price and address Box 242, 31.

WANTED, BOTTLES—Good prices paid for pickle, sauce, catsup, etc. (Bottle and Whiskey bottles, at Pacific Sausage and Vinegar Works, 96 and 98 Blanchard st.

COAL—No. 1 double screened household coal per ton of 2,000 lbs., delivered to anywhere in the city. Railway & Hall, 100 Government street, 25 Store street.

COAL—45 per ton, delivered; weight guaranteed. Munro, Holland & Co., 205 Broad street.

CEMETERY GARDEN WORK—G. Bagshaw, Cemetery.

SMALL ADVERTISEMENTS, set in type like this paragraph, cost but one cent per word at this department until noon on Monday, the 3rd day of May, 1897, for the exclusive right, subject to the conditions below referred to, to dredge for gold in one hundred consecutive miles of the Stewart river, a tributary of the Yukon river, Northwest Territories.

The conditions under which a lease will be issued may be obtained upon application to this department.

Each tender must be accompanied by an accepted cheque on one of the chartered banks in favor of the minister of the Interior, for the amount of the bonus which the applicant is prepared to pay for a lease. No tender by telegraph will be entertained.

The highest or any other tender not necessarily accepted.

JOHN R. HALL, Secretary, Department of the Interior, Ottawa, March 21st, 1897. 61, eod.

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GREEKS ARE SUCCESSFUL

Turks Driven from Point to Point by the Invading Army of Insurgents.

Numerous Towns in Macedonia Have Been Captured by the Irregular Forces.

King George Interviewed By a Correspondent—Latest From the Front.

Lafina, April 15.—There is no truth in the Turkish reports that the Greek irregulars have been driven out of Macedonia. A few irregulars who formed a part of the expeditionary force have returned to Greek territory, but these are men who, for some reason, have been unable to keep up with the main body of the Greeks, and consequently have retreated across the frontier.

The main body of the irregulars is continuing its successful operations against the Turks, with a view of cutting the Turkish lines of communication, getting in the rear of the Turks and raising the Macedonians against the rule of the Sultan.

The report of the capture of Kipari, north of Baljina, by the Greeks, is confirmed, and in addition to the main forces of the irregulars, the expeditionary forces have advanced as far as Pigiasta, where there is an important bridge across a mountain torrent.

From that point Chief Davila, who is directing operations, sent a detachment consisting of Italians under Col. Cipriani, the well known Socialist leader, to the left of Pigiasta, with instructions to attack and capture Selovof, a small town occupying an important strategic position. The Italians accomplished their task in due time and with considerable skill. They are now holding Selovof and placing it in a position to withstand an attack from the Turks.

Simultaneously with ordering a movement against Selovof, Chief Davila sent another column of irregulars to the right of Pigiasta under orders to infest and capture Sitovon, another town occupying a strategic position of importance. This movement was also successfully carried out, the Greeks killing seven Turks and capturing five Turkish prisoners during the assault, which was brilliantly conducted, and brought to an end by blowing up the Turkish blockhouse with dynamite.

After the capture of Selovof by the Turkish irregulars, the force operating in that direction continued the advance as far as Keytina, Pizla and Kordil. The Greeks have been instructed to hold the latter place at all costs, as it commands the right approach to Gravna, which is held by a strong Turkish force, and which is the objective point of the Greek expedition.

At Kritidos, Pizla Kordil, heavy firing occurred between the Greeks and Turks before the places mentioned were captured, but the invading irregulars from Greece are mountain-born fighters, and proved themselves more than a match for the trained Turkish troops, and drove the latter before them from the forts.

Greek irregulars now hold all the roads leading from the Thessalian frontier in the direction of Gravna, which may be looked upon as the Turkish centre.

Another feature of the operations which look favorable to the Greeks is the fact that according to reports received here from leaders of the irregulars, at least 1,000 mountaineers of the country traversed by them have joined the irregular forces, and it is further stated that the Albanians are deserting from the Turkish forces near Mount Olympus, and are escaping into Thessaly and joining the Greek forces. The whole campaign was well conceived and has been executed with great skill.

Another column of Greek irregulars started for Macedonia from Zarze half way between Larissa and Trikala. After crossing the frontier the Greeks were confronted by strong forces of the Turkish regular troops stationed in well-defined positions in the villages of Anakoutra and Kanakoutra. Sharp fighting followed in both places, but in spite of a stubborn defence by the Turks the Greeks carried both villages by assault, driving out the Turks, who retreated.

From Cleuthorokaris this route into Greek territory is being placed in a state of defence and is now regarded as being safe, the nature of the country making it almost impossible for a Turkish force to advance and cut the line of communication between the Greek forces at Larissa and Trikala, which is believed to have been the plan of the Turkish commanders.

The Macedonian frontier, opposite Zerkos, extends into Greek territory, having the Greek positions of Tyrnavo and Larissa on its left, Kalanaka and Trikala on its right. This formed a sort of entering wedge through the middle of the Turkish forces by way of the Macedonian villages just captured by the Greek irregulars, and Zerkos, in Thessaly, from which point the expedition started into Macedonia. It will therefore be seen that the Greeks have achieved another success, occupying strategic positions.

London, April 15.—The Constantinople correspondent of the Standard says: "During a cabinet council at the palace on Sunday the Sultan was in constant communication with the Czar and the Kaiser, and his ultimate decision will depend upon their advice, which may well informed people here believe will be in favor of a Turkish invasion of Greece. There can be no question but that the policy of Turkey will be regulated from St. Petersburg and Berlin."

The Athens correspondent of the Standard says it is stated there that the Russian ambassador at Constantinople has addressed a circular to the Russian consuls in Epirus and Macedonia counselling all Christians, in the name of the Czar, to observe prudence and disregard investigations hazardous to their welfare. The circular adds: "Consuls are ordered to use every effort to influence the Greek bishops and assist in maintaining order and preserving the Christians from evil counsels."

Athens, April 15.—Col. Matasas, the Greek minister of war, received today a letter containing a mysterious substance which subsequently proved to be gelatine. The first supposition was that it was the act of an anarchist, but it is now believed to have been a practical joke.

It is stated here that another strong band has entered Macedonia near Kalanaka.

London, April 15.—The Athens correspondent of the Times says: "Considerable comment has been caused here by the news from Constantinople that General Crumple, the well-known German military tactician, is going to El-essona to inspect the Turkish artillery, and Admiral Kalay, of the German fleet, has gone to the Dardanelles to inspect the Turkish squadrons and flotilla there. Both officers stand in the front rank of the German service and obtained permission from the German government for this special duty."

The Crown Princess and Princess Maria have started for Volo. They go from there to Larissa.

London, April 15.—The Daily Chronicle's Athens correspondent, Mr. Henry Norman, says: "Have had an audience with King George. He spoke without much hope, but finally, like a man who can only do his duty and leave the rest to Heaven. More than once he said: 'If Greece had been a great power and walked into Crete long ago, her action would have been welcomed by the powers as well as by the rest of the world as a blessing, but it is only a small power and seems unable to do anything that will satisfy the great powers.'"

THE CUBAN EMBROGLIO.
The Situation Discussed in Diplomatic Circles.

New York, April 14.—A special to the World from Madrid says: "Political and diplomatic circles in Madrid are animatedly discussing the improvement of the prospects of Spanish rule in Cuba, in consequence, it is said, of an active exchange of confidential and unofficial communications between the Cuban statesmen and Spanish envoys since McKinley and Sherman took office. It seems that Spanish diplomacy has intimated at Washington that Spain cannot entertain any suggestion of American mediation to obtain the submission of the Cuban insurgents and that Spain asks only that the American executive continue to check and punish filibustering expeditions and separatist juntas and propaganda whenever the Spanish legation and consuls produce sufficient evidence of their existence, as was done recently in the case of the New York separatist junta's correspondence with instructions to Cuban insurgents."

Spanish diplomacy was authorized to give official confidential verbal assurances that if the American government did that much Spain considered herself quite equal to the task of shortly reducing the rebellion to such a pass that the Madrid government would be justified in the eyes of public opinion in Spain and the colonies to carry out West Indian home rule in a very liberal spirit, and in its wake extensive tariff reforms that would make very easy afterwards a treaty of commerce between the United States and Cuba and Porto Rico.

In the same way the American state department was given to understand that Spain will in the future deal more leniently with the separatists and that when home rule is put in force a general amnesty will be granted to include all rebels submitting within a certain period and all political convicts, prisoners and suspects exiled or transported to Spanish fortresses and penal settlements without trial.

HAPPENINGS
AT OTTAWA

Senator Mills To Go on Supreme Court Bench in Judge Gwynne's Place.

The Imperial Government Cannot Receive a Large Diamond Jubilee Contingent.

Major Mason, of Hamilton, To Be Commander of the Fishery Team.

Ottawa, April 15.—It is reported here to-day that Senator David Mills will go to the supreme court in Judge Gwynne's place very soon. There is a bill before the senate to retire the judges of the supreme court after 70 years of age.

Sir Richard Cartwright received a cable to-day from Hon. Joseph Chamberlain similar to the one received by the governor-general last night, regretting that the imperial authorities could not receive so large a contingent from Canada as the Dominion desired to send.

Canada's request to be represented at the Queen's jubilee by a regiment 600 strong cannot be entertained. The colonial secretary sent the following message to the Governor-General to-day: "I fear there would be serious, if not insuperable, difficulties in the way of providing accommodation for more than 200 troops from Canada. While most anxious that the Dominion should be fully represented as a federation, I feel this can be accomplished by raising her contingent to 200 as against from 20 to 100 to be sent from other colonies. At the same time Her Majesty's government most cordially recognize and appreciate the loyal, generous feeling which prompted the offer of a large additional contingent and only regret that circumstances do not admit of its being accepted. They are confident, moreover, that these sentiments will be shared by the entire British nation."

Major Mason, of Hamilton, was to-day confirmed as commandant of the Buley team, and Major Dunbar, of Quebec, was appointed adjutant. The team sails by the Parisian June 19, a week earlier than usual.

The Ottawa matches this year commence August 30. Col. Hodgins of the Ottawa Guards replaces Col. Bacon as the association secretary. Twelve members of the council visited the site of the proposed Dominion range at Hull and unanimously condemned it.

The house adjourned yesterday afternoon for the Easter holidays.

Sir Charles Tupper brought up the question of the fast Atlantic line, and in answer Sir Richard Cartwright said the Petersons offer was for half a million a year, considerably less than the Allan asked. He had received assurance of the high financial standing of the firm.

The annual meeting of the Dominion Artillery Association was held this afternoon. Mr. Prior, president in the chair. Lord Aberdeen, Sir Donald Smith and General Gascoigne were present. Lieut.-Col. Cole, Montreal, was elected president. Lord Aberdeen delivered a speech. General Gascoigne said that six days' notice had been given for the shipment in England. Some 200 men were also ordered. Col. Paret, deputy minister of militia, said he would recommend an additional grant for the association.

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The wide range of styles in SPRING MILLINERY can best be understood by an inspection of our exhibit of hats, bonnets and turbans. The prettiest collection of hats in this city is now being shown in our millinery room (2nd floor). The assortment of French flowers, ribbons, trimmings, etc., which we are now showing cannot be excelled in this city. ALL AT HARD TIMES PRICES.

LANSDOWNE HOUSE, 30 Yates St., J. PARTRIDGE.

RAILWAY POLICIES

Opposition Advocates the Policy of Government Ownership of Railways.

An Amendment to Grant Aid to Victoria, Vancouver and Eastern Railway.

Assistance for a Road From Point Roberts to Penticton via Chilliwack.

Mr. Rithet Quotes Figures to Show Provincial Contributions to Dominion.

Wednesday 14th April, 1897.

The Speaker took the chair at two o'clock, prayers by the Rev. J. P. Bette.

REPORTS.

Mr. Booth as chairman of the private bills committee presented two reports, the first finding the preamble proved of the Okanagan water bill and the second recommending that the standing orders should be suspended to allow the time for reports to be received to be extended to April 26, as the water bill had not passed. The reports were received.

B. C. YUKON RAILWAY.

The house went into committee with Mr. Macpherson in the chair to further consider the B. C. Yukon Railway bill. Mr. Booth moved a new section to the effect that the company shall have the same powers as a company incorporated under the Water Classes Act. Messrs. Forster and Sword objected to the insertion of such an important clause without its being printed so that the house could see what effect it would have on the bill. Mr. Booth then withdrew the clause. The committee rose and reported progress.

A CARIBOO RAILWAY.

The house went again into committee with Major Mutton in the chair for the purpose of considering the Barkerville, Ashcroft and Kamloops Railway Company's bill. After considering seven amendments the committee rose and reported progress.

THE RAILWAY LOAN BILL.

Hon. Mr. Turner moved the second reading of the loan bill. He said that it was hardly necessary for him to say that this was the most important bill that had come before the house this session. The development of the province demanded that assistance should be given to railway enterprises. The area of the province was extensive, and there was great difficulty in opening up communication with those districts that were rich in natural resources. Some years ago the legislature took steps to open up the province by granting assistance to the Nakusp and Shewan, the Kaslo and Slocan, the Columbia and Kootenay and the Nelson and Fort Sheppard railways. There had arisen in the province a strong prejudice against aiding railways by land grants. Whether this prejudice was right or wrong it must be admitted that extensive as are the land areas of the province, there must be a limit to the giving away of those lands. Mr. Turner also held that it was prejudicial to the credit of the province to assist railways by guaranteeing railway bonds, although these railways which had been assisted by the guarantee of bonds had resulted in benefiting the province. Among these the Kaslo & Slocan railway had advanced the district 20 years in progress. Under these circumstances the policy pursued by the government at that time turned out to be in the interests of the province. The government appreciated the fact that important assistance must be given to railways and some definite policy must be adopted. After very carefully studying the best methods of assisting railways, the government decided to give cash bonuses to railways. This plan had the advantage of being of such a character that the government knew exactly how much it would be required to pay. Last year there was a demand for railway assistance, but the time was not then suitable for borrowing money. Since then a change has come. The revenue of the province is steadily increasing, and with the advent of more railways the increase will be more rapid. The government faced the question of railway assistance boldly. There were two great wants that presented themselves. There was to the north of the C.P.R. a great mineral region and a good agricultural country ready to be opened, and there was a rich mining and agricultural district to the south. The line required to open the intervening country would undoubtedly become a portion of another transcontinental line. The present terminus, Quesnelle, and the railway would open up the rich placer mines along these navigable waters. He had said this was a northern line; it should have been described as the great central line, because to the north of it along the Skeena river was another vast mineral and agricultural region. He instanced the courage of a more handful of people who had sufficient confidence in the wealth of Cariboo to spend over a million dollars in building the Cariboo road. He did not see why the placer diggings along the tributaries of the Fraser should not prove as rich as those in the Yukon district. This northern line will benefit all the coast cities, because prosperity in that section will mean prosperity to the whole province.

Hon. Mr. Turner, in turning to the other line, said that the government, taking into consideration the solicitations of the people from the different

sections of the province, had decided to bring in an amendment as follows: "For a railway from the coast, in the neighborhood of English Bluff, near Point Roberts, via Chilliwack, to Penticton, approximately two hundred and thirty miles."

This road should be a paying one from the start. Many of the railways were built before there was any population, but this railway would pass through a district already populated. With reference to the railway from Penticton to Boundary, he said this was a very important line, and should be started at once. This section, when built, would give railway communication with the coast, and would assist in securing the trade of the districts for the coast cities. It would also go far towards insuring that the Shuswap & Okanagan railway will pay, instead of costing the province \$30,000 a year.

The following amendment would also be added: "No person, firm or company shall be entitled to a subsidy for the construction of a line between English Bluff aforesaid and Penticton, except on condition that the company applying for such subsidy enter into an agreement, with proper assurances satisfactory to the Lieutenant-Governor in Council, to construct and operate daily between said English Bluff and Vancouver Island, at the most convenient point, a suitable steam ferry for the transportation of cars, freight and passengers."

This would commend itself to the house as a very wise clause. There would be also some other slight changes in the act. This loan cannot be raised until after January 1, 1898. The government, and he was sure the province, felt that the government was unable to build and operate railways. He also felt that these railways should be assisted by the Dominion. It was admitted by the members of the Dominion cabinet that the province was entitled to substantial assistance, and if the members of the legislature would sink their differences and vote for this bill, they would be in a position to demand material assistance from the Dominion. If the Dominion government would liberally expend money in building railways here, the money would soon be returned to them. A family business paying into the Dominion treasury as soon as it arrives in the province. That family also pays the Dominion over three times what it pays the province. It is therefore more in the interests of the federal government that railways in this province should be built than in the interests of the province. This province was paying more than its share for railways and canals in the East. There was a sort of feeling in the East that Ontario and Quebec are the milk cows for the Dominion, and that they have been milked for the benefit of British Columbia. The people in the East pointed to the Canadian Pacific Railway, but that railway was a national enterprise, and benefited the other provinces as much as it did this province. If the amounts paid by British Columbia in customs duties and by merchants in the East were calculated, it would be found that the people of British Columbia had contributed enough to pay the interest and sinking fund on the cost of the Canadian Pacific Railway. There should be a unanimous vote on that loan bill and he was sure the vote would be almost unanimous so that they would be in a position to demand from the Dominion government what the province was entitled to.

Very great care had been taken in the act with respect to guarantees. Provisions were made so that overcharges were not likely to take place. He felt sure the province would get all the money it wanted for this purpose. The loan will not make a point of difference in the credit of the province. Loans for public works must introduce capital into the country, and the money-lenders assist in this matter in this way. The house, he was sure, was in the humor to assist these enterprises. Any man who had the temerity to vote against the bill would be condemned before two years by the electors of the province. (Laughter.)

Mr. Semlin said that the premier had adopted a remarkable course. Last week a message was transmitted from the Lieutenant-Governor informing a certain bill, and the premier attempted to amend that bill, without a message, an amendment that was more important than the bill itself. Mr. Turner asked the house to pass the second reading of something far more important than the bill transmitted by the government. He raised the point of order as to whether such an amendment could be introduced.

Hon. Mr. Turner replied that the amendment did not contemplate the expenditure of more money than was mentioned in the loan bill, and was, therefore, in order.

Mr. Sword pointed out that the loan bill as introduced definitely provided for the appropriation of certain sums of money for certain lines of railway and no portion of the \$2,500,000 in the bill could be appropriated for another purpose without a message from the governor.

Mr. Forster said the amendment proposed to increase the amount to be appropriated and was, therefore, irregular without a message.

Hon. Mr. Pooley said the house had the right to increase the mileage to be assisted without a message from the Lieutenant-Governor.

Mr. Williams held that the message brought down a bill that outlined a specific purpose for the appropriation of money. The amendment totally changed that purpose and therefore placed the government in a position of having introduced a bill for one purpose and then changing it to another.

The members referred the bill brought down by message to their constituents and received instructions to oppose the bill. Now the government sprang an amendment which changed the whole tenor of the bill and they asked the members to vote upon the same without giving them an opportunity of seeking the views of those whom they represented. The amendment was far more important than the rest of the bill.

The point of order was further debated, but the Speaker stuck to his ruling.

Mr. Semlin then proceeded to discuss the second reading. He said that all appreciated the fact that the construction

tion of railways under proper control must result beneficially to the province. The question to decide was as to whether the government had pursued a proper policy in granting assistance to some railways. The members were quite ready to admit the necessity for opening out the Cariboo country by means of railway communication, but he was not prepared to concede that the government had pursued the greatest amount of encouragement from the construction of a road from Bute Inlet to Quesnelle. He maintained that the proper method of opening out the country was from some point on the C. P. R. The road from Bute Inlet to Quesnelle would pass through an undeveloped and sparsely settled district, while the one from the C. P. R. must pass through a well-developed and populated district. The road from Bute Inlet to Quesnelle was a portion of that British Pacific scheme which had such a potent influence on the last general elections. It was an important subject in most constituencies, and several members came to the house pledged to oppose the British Pacific scheme. Among these was Hon. Mr. Martin, who, Mr. Semlin regretted to see, was absent from his place in the house. Mr. Semlin then pointed out that Mr. Heinze had already received a substantial land grant to construct a road from Penticton to Boundary, as the premier had so strongly pointed out that that road could be a paying one from its inception. Why then should a large cash subsidy be granted to a private individual for its construction? If this road is to be a paying one, why should the government not undertake its construction? The railway policy of the government, as outlined in the bill, was a mistake, and he was sure the members of the province would not follow the amendment. That the order for the second reading be discharged and the bill withdrawn to enable the government to submit to the next time instead of the present bill a measure for procuring at once a survey of the country between Hope and Penticton, and the construction of a public work of a line from the coast to Penticton. The Speaker stated that he believed the amendment was out of order, as it asked the government to expend public money.

Hon. Mr. Pooley also held that the amendment was out of order, because if the bill were withdrawn there would be no means of getting the money necessary to carry on the work suggested in the amendment.

Mr. Sword said the amendment did not ask for the expenditure of public money. It only asked that the government withdraw the bill and bring down one that would be in the interests of the province. It would also give the government an opportunity of changing their policy. (Government laughter.)

The government may laugh, but they would have no character to lose with respect to consistency. (Heard, heard.) They have already changed their policy by introducing an important amendment, and they should be given an opportunity of changing their railway policy so that it would be more in keeping with the interests of the province.

The Speaker held that Mr. Semlin's amendment was of an extraordinary character and different from any that had come up during his time in the house. He asked for time to consider it, as it was too important a matter to decide off-hand.

The debate was adjourned and the house rose at 5:10.

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The debate on the second reading of the loan bill was resumed at 8:15. The Speaker, on the point of order which had been reserved, read from the rules of the house to show that such a motion as the Speaker's was objectionable because it implied the expenditure of public money. It went beyond the scope of the bill, as there was no recommendation in the message that railways should be undertaken as public works. He ruled the motion out of order, as there were numerous previous rulings which fully covered the same point.

Mr. Semlin then continued the debate on the second reading. The conduct of the government clearly showed that they had no definite policy, but changed their policy to suit the exigencies of the occasion. The premier brought down a railway aid bill on April 1. He probably intended the bill as an April fool joke, because he changes the whole bill by the amendment introduced on the second reading. Mr. Semlin pointed out the peculiar position of a number of members supporting the government, and he asked Mr. Martin, who Mr. Semlin placed himself in opposition to the bill, to be pledged himself to oppose any aid to the British Pacific.

Mr. Martin—No, no.

Mr. Semlin reiterated the statement and then read a memorandum of a meeting held at Mr. Martin's house in Kamloops at which Mr. Martin, Mr. Mara, Mr. Macintosh, Mr. Semlin and others were present. At that meeting Mr. Martin placed himself in opposition to aid to the British Pacific.

Hon. Mr. Pooley raised the point of order that Mr. Semlin could not personally attack a member of the government while discussing the merits of a bill.

Mr. Semlin said he was not personally attacking any one. He was only showing why the bill should not be carried. He read from the Times to show that the citizens of Kamloops bore out his contention with reference to Mr. Martin's position. He said that the house could not be sure that the present bill was a permanent one, for unless the second reading was passed to-night they might change the bill by to-morrow. (Applause.)

MR. RITHET.

Mr. Rithet said the attack made on the bill by the opposition was a weak one and he would not have troubled to discuss the matter were it not that he had gone to considerable trouble to prepare figures dealing with this important subject. He felt sure the bill now before the house would commend itself not only to the members of the house but to the whole country. The aid proposed by the bill may not in itself be sufficient to secure the building of the railways mentioned, but the fact that such a bill has been introduced is evidence of the advisability of the absolute necessity for doing something to meet the demand for railway communication between the coast and interior of the province in order that the benefits arising

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"C. L. Hood & Co., Lowell, Mass.: 'Dear Sirs:—In early life I suffered much from stomach troubles and spent a great deal of money in doctoring. I received temporary relief only to have a return of sickness, and for the best of years life has been made miserable by constant illness. During this period there have been six months that I was not off my bed, and for one year I suffered most severely. I was

Nervous and Weak and life seemed a burden. It happened that my husband bought a bottle of Hood's Sarsaparilla and I commenced to take it in small doses. In a short time it was evident that it was helping me. In two weeks I felt that I was being greatly benefited. About this time our youngest son, then 15 years of age, was taken down with typhoid fever. He passed on to his reward, and soon others of the family were taken ill, until I was the only one left to care for them. I continued taking Hood's Sarsaparilla, and to the surprise of myself and all the neighbors, I not only kept up and took care of the sick, but my

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For nearly three months this sleep of typhoid fever held the family down. All this time, as by a miracle, my health kept up and I grew strong. At present I am feeling well and know that the benefit derived from Hood's Sarsaparilla is permanent. Other members of the household have since taken Hood's Sarsaparilla and Hood's Pills with good effect." Mrs. REBECCA PLACE, N. Sixth St., Goshen, Ind.

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Hood's Pills are prompt, efficient and easy in effect. 25 cents.

ing from the operation of the mines may be secured, as much as possible, within the province, and the development of our mineral wealth and other resources encouraged and assisted by means of railway communication and other cheap means of transportation.

The subsidy proposed in the bill can scarcely be regarded as being more than the province can with safety undertake, but it seems to be a fair and reasonable proportion of the outlay called for, based upon the revenue to be derived by the province as compared with the Dominion. From the successful operation of such a policy, and in support of this he would submit some figures, which show very clearly that the time has now been reached when this province can put forward a fair and just claim upon the Dominion government in this connection. The railways mentioned in the bill which it is proposed to aid, appear to be those most urgently called for, and would, while forming portions of the trunk roads between the coast and the interior. In the respective directions, the means, in conjunction with existing roads and other means of communication, of providing at the earliest time possible the necessary facilities for transporting modern appliances for operating mines and other industries upon a large scale, and would tend to retain within the province, to a great extent as much of the business arising from such development.

Mr. Rithet, continuing, said: Taking up the railways which it is proposed to aid in the bill in the order given, the coast to Kootenay road runs to a new and most promising mineral country, lying in the southern portion of the province and near the boundary line of the United States and its railway system. It seems most desirable therefore that in order to secure the benefits for this province of the opening up of many rich mineral mines in the country through which the railway would pass, that every effort should be made to secure the construction of this road before the points named at the capital possible date. The commencement of construction simultaneously from Penticton will secure the benefits arising therefrom to the Shuswap & Okanagan railway, now owned by the province, and by the Okanagan lake to Penticton a through road from the coast via Vancouver over the C.P.R. can be established within a comparatively short time, thus securing communication between Boundary Creek district and the coast by an all provincial route. The section from the coast to Penticton will require further examination as to practicability, but with the application of modern engineering principles it may be found possible, although I think under the most favorable circumstances it will require some years to construct and complete. If the subsidy proposed is found sufficient when supplemented by Dominion aid, it would give the most direct communication with the coast, hence I think the government are fully warranted and justified in proposing to do what it can to secure it.

The next railway proposed in the bill is that from Bute Inlet to Quesnelle, one which I am sure will meet with the endorsement of the house. It is not perhaps on the comprehensive lines which some parts of the province would have wished to have seen it, but, as in the other case, it has been made to conform to the general conditions necessary to bring it within the means of the province, with the view of placing the important district of Cariboo in communication with the coast by the shortest route and in the shortest time possible, provided the subsidy is found to be sufficient with what further aid may be obtained from the Dominion government. As the house is already aware, the land grant alone has not been sufficient to induce the necessary capital, but there is a strong possibility that with the aid proposed in the bill, and

additional aid from the Dominion, the money may be obtained. Should the construction of this railroad be secured on such terms I think it can be justly claimed that they would be more favorable than have been heretofore obtained for similar roads under similar conditions. Until such facilities for transportation are provided as this railway would furnish, the settlement and development of the northern portions of the province must continue to be slow. I take it that it is generally admitted that the country through which it passes is desirable for settlement. All reports of those who have examined the country are favorable to this view, and the quantity of land suitable for agricultural and pastoral purposes, along the line of this railway and immediately tributary thereto, is estimated by Mr. Marcus Smith to be 12,000,000 acres, and this is confirmed by Mr. H. P. Bell, who examined the country in 1895. I am convinced that when the country is opened up for settlers many places not yet discovered, large in area, will be found which are not included in these estimates. Stimulated as the settlement of these lands would be by the advantages afforded by the market for the produce of the settlers at the mines, I am convinced that the construction would be followed by the speedy settlement of the adjacent agricultural and pastoral lands.

The mineral wealth of Cariboo has already been proved, and in spite of the difficulties now surrounding its development and economical operation with modern appliances upon a large scale, many large enterprises have been undertaken and are now in operation or about ready to commence operations. These enterprises have been undertaken in spite of the enormous expense which had to be incurred in providing the necessary equipment, and afford striking evidence of the confidence which these enterprises have in the province. The large amount of capital necessary have in the province—both hydraulic and quartz— which they have undertaken to develop in order to recoup themselves. The output of gold from the placer mines of Cariboo has already been over \$50,000,000 in gold. With railway facilities not only will the placer mine workings be extended and encouraged, but the extensive quartz and hydraulic mines, known to exist throughout the district, will be brought within reach of practical working with modern appliances and economic lines. Not only would this railway open up Cariboo and the country through which it passes, but it would place within easy access of the coast the whole of the large plateau lying to the north of it, which is already attracting the attention of capitalists and others, as a field for mining operations. It would also furnish a market tributary to the coast cities and settlements for their manufactures and products, and be the means of retaining in our own province all the benefits arising from the settlement and development which must follow the successful accomplishment of this most worthy enterprise.

Some criticism has been made upon the building of this portion of the road first, and in explanation I think it can easily be made clear to any one who will take the trouble to study the situation, that the government is doing so are showing a disposition to meet the real and immediate requirements of the country. The financial obligation has been brought more nearly within the means of the province, and the main features of the original proposition are to be accomplished, viz.: to connect the coast with Cariboo. The distance from Bute Inlet to Quesnelle is 211 miles. West of the railway carried by way of the C. P. R. to Ashcroft and thence to Cariboo the distance would be about 481 miles, so that the distance of railway carriage saved is about 270 miles. Another important point attained in the estimation of many is that it will be independent of the C. P. R. and is so far removed from the boundary line as to make it purely provincial in character so far, but with so many advantages as to route, gradients, climatic conditions and economical features, as must when the proper time comes establish its claim as a through inter-provincial and transcontinental road. Once the coast at Bute Inlet is reached all provincial coast points are readily accessible by water communication, a means of conveyance which the eastern provinces and the eastern states have expended large sums of money in providing by artificial means—canals, locks, etc.—and are now under discussion and consideration. With such experience before us it seems to be in accordance with economic principles, and the special necessities of the case from a provincial financial standpoint, that in the meantime this should be availed of, in order that the object of connecting Cariboo with the coast may be accomplished the sooner and at the least expense.

While I think it is generally admitted that railways are necessary to the development of British Columbia, the important question of how to arrange the financial conditions in order to secure them is frequently lost sight of by the public. There are not only serious but are surrounded with some difficulties, and it seems to be impossible to regard this part of the question except from a combined Dominion and provincial obligation to refer to the working out of the constitutional arrangements for the fiscal government of each, and the circumstances of each at and since confederation. The eastern provinces at confederation were further advanced in development and settlement than this province was, and they had therefore the advantage of their customs and other non-federal sources of revenue for railway construction and other public works of that nature, and although an equitable financial basis of adjustment, as far as could be seen at the time, was doubtless arrived at by an allowance—pro or con—for debt and per capita—basis does not appear to have fulfilled the expectations of those who had the settlement of it, the great point of difference being the comparatively undeveloped condition of this province and the insignificance of the allowances made as compensation, when compared with the advantages which would have accrued to the province from the expenditure of a proportionate amount of money for railways and other public works, according to its area, to the debts of the other provinces, which were assumed by the Dominion government. These debts amounted to \$102,430,480, of which the old province of Canada (now Ontario and Quebec) had \$62,500,000 at the original settlement, and to this was added in the adjustment of 1873 \$10,506,080, and also an addition to Ontario of \$2,846,280 and to Quebec \$2,549,214, so that for these two provinces the Dominion has already assumed \$78,404,592. Since confederation the Dominion has expended on railways \$108,583,005, in canals \$44,161,312, and in public works \$278,593,013. In 1867 Canada had 2,475 miles of railways, while in 1895 there were 16,653 miles. In 1868 the capital of the railways in Canada was \$100,471,190, while in 1895 it was \$804,640,530. The total area of Ontario and Quebec is 447,150 square miles, that of British Columbia is 382,200 square miles. British Columbia with 85 per cent. of the area of both Ontario and Quebec combined has only 800 miles of railway as compared with 9,542 miles in the other provinces. According to area British Columbia should have 8,110 miles. While specially referring to the construction of railways it may be well to point out that the average cost per mile of the Grand Trunk is \$106,150, while the Canadian Pacific cost \$55,005. These facts are mentioned in order that the house may appreciate the necessity for a cash subsidy in addition to the land grant, and the necessity for railways in order that the country may be settled up. It has frequently been mentioned in the house that the indebtedness of the province was already too large, but by comparison with other provinces (not only with the other provinces but with other countries) such does not appear to be the case.

Mr. Rithet then quoted figures to bear out his contention. Taking the leading English speaking countries the comparison is very favorable, the per capita debt of this province being \$26.06 while that of the following countries is: United Kingdom, \$81.70; Australia, \$246.50; Tasmania, \$197.03; New Zealand, \$286.66; United States, \$24.03; Canada, \$49.78.

The Australian colonies and New Zealand own their railways, which to a material extent accounts for their large per capita indebtedness.

Coming to the question of Dominion revenue and expenditure he showed that during 1896 British Columbia paid in revenue \$1,842,321.45 and expended \$1,842,321.45 and at \$7.50 per head the expenditure in this province amounted to \$11,104,013 or an excess of revenue of \$447,540.50. Nova Scotia gave in revenue \$2,034,688.53, and expenditure on the same basis exceeded this by \$1,343,281.37. The results in the other provinces were: New Brunswick revenue, \$1,564,625.62, expenditure \$2,400,472; Prince Edward Island, revenue, \$212,476.03, expenditure, \$818,083; Manitoba revenue, \$1,296,510, expenditure \$1,143,795, and the territories revenue \$134,258, expenditure \$742,252. The total excess of expenditure over revenue for the whole of the provinces on this basis was \$5,949,793. The excess of revenue over expenditure in Quebec, Manitoba and British Columbia amounted to \$1,046,278. The total expenditure on railways in 1896 was \$1,046,278, and the total revenue was \$33,978,129, an excess of expenditure of \$4,153,876.

It is frequently remarked by the press of the other provinces that this province is a burden upon them, and Ontario has always tried to make it appear that it was the milk cow for the whole Dominion. With such a showing as that which I have given it must be apparent to any one who will go into the matter that exactly the opposite is the fact, and especially in this fact apparent in the case of this province, which has contributed an excess of revenue into the Dominion treasury of \$1,046,278, against an excess of expenditure upon the same basis in Ontario of \$2,518,064. What better proof can be produced? I hope our patriotic fellow citizens in the province of Ontario will carefully study the figures given and be prepared to accord to British Columbia a little more consideration than has been heretofore shown. As older

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provinces it was naturally to be expected that they would be regarded more in the light of the parent who would contribute liberally to the support of the child, but the very opposite appears to have been the case, and the support has been from the child to a very large degree to the parent, both in a direct way to a large extent and indirectly as well. The contention that the building of the Canadian Pacific Railway (so frequently made) was for the sole benefit of British Columbia is neither reasonable nor correct. It was a national undertaking, and the people of this province should not be expected to contribute more than this have in land as its special contribution and its fair per capita average share of the expenditure in money by the rest of the Dominion to meet the liabilities and charges which have been incurred through the undertaking. Had it not been for this railway the Dominion would not have the promising future or command the attention which it does to-day; either in a national or a commercial sense, and this feature is making itself more apparent year by year.

A few days ago it was mentioned by the hon. senior member for Vancouver city that the prosperity of any country was indicated by the business which was done as shown by its exports. I propose now to give you more figures to place you in possession of the great advantage which the showing under this head gives the province of British Columbia, and its bearing also upon the Dominion as a whole. The exports of British Columbia amounted to \$10,576,551, and imports \$5,506,236, an excess of imports of \$5,070,315. The Dominion exports amounted to \$121,013,852, and imports \$118,011,508, an excess of exports of \$3,002,344. So that while the showing for the whole Dominion was only \$3,002,344 over imports, British Columbia exported \$5,070,315 more than was imported. Is not that a showing which should induce the Dominion government to be liberal in its expenditure within this province? And I have no hesitation in affirming that the more the province is opened up the greater will its importance to the Dominion become, not only as a contributor to the general revenue but as an outlet for the enterprise of its own people.

To have the position in which it is claimed this province stands with regard to Dominion revenues and expenditures since confederation, after making full allowances for all expenditures, ordinarily as well as on capital account, I have compiled the following figures under the heads of the revenues already taken. They are as follows:

The total expenditure from 1872 to 1896 inclusive amounted to \$13,064,800, to which may be added a liberal allowance for expenditure on public works in the province, \$200,000 for twenty-four years, or \$4,800,000, making a total of \$17,864,800. It will therefore be seen that there is a surplus up to 1896 of \$6,411,812.83, a sum when properly computed almost sufficient to refund the expenditure for Canadian Pacific Railway construction and all other public works made by the Dominion government in British Columbia. Even should the contentions of some be admitted, that such expenditure was made solely for the benefit of British Columbia (which I contend was not the fact) the showing shows conclusively that the province is now in a position to require from the Dominion a more equitable distribution of the expenditure upon the basis of its revenue, as compared with the other provinces, than has hitherto been accorded to it. In making this statement I am actuated by no unfriendly spirit, but merely desire to endeavor to show that it is not only the duty but the interest, both directly and indirectly, of the Dominion generally and the older eastern provinces particularly, to accord such just, liberal and considerate treatment in the way of expenditures for the purpose of opening up the provinces with railways as are absolutely necessary to bring the enormous mineral wealth within the reach of the people of Canada as soon as possible.

The figures already given are intended to convey to the house the exact position of the provinces and the Dominion, so far as the revenue and the expenditures of each are concerned, and although it is shown that this province is now contributing to the Dominion much more than its due proportion, I do not think any member in this house would contend that the whole of the revenue, less the actual expenses of the government, should be expended within the province. As a portion of this Dominion, although its youngest member, I am satisfied that the wish and desire of the people of the province is to contribute their full quota towards the maintenance of the central government, and all federal institutions, duties and responsibilities.

Upon what basis can such an obligation be adjusted? I admit it is not very easy to do this, but in order to bring it into tangible shape I make the following suggestion. For convenience I will take the Dominion revenue and expenditure for 1896, they are: Revenue, customs, \$1,406,981; inland revenue, \$295,263; postal revenue, \$140,125; total, \$1,842,319. Expenditure per capita on \$100,000 at \$7.50, \$200,000; estimated on capital account, \$200,000; total \$300,000. Surplus of revenue, \$842,319.

Of this surplus let our contribution to the Dominion government be \$444,000, and let the other half be for provincial development by railways. This would provide interest and sinking fund on \$10,000,000, a sum which would be sufficient for immediate requirements, and from the development and settlement resulting the surplus on the same basis would in all probability be the increase in revenue during the past few months is maintained, and I have no doubt it will be have doubt itself before a further appropriation was required.

I hope the government will be supported in taking the practicable step indicated by the act under discussion towards the opening up of the province and feel assured that the result will be such as to justify them and the country in doing so, from whatever point of view it may be regarded, whether as a business proposition or as one they are called upon to discharge in fulfillment of their

obligation in the discharge of their duty to this province and to the Dominion.

MR. SWORD.

Mr. Sword said Mr. Rithet had delivered a very eloquent speech, but the greater portion of it was irrelevant to the question at issue. All were perfectly aware that the policy of the Dominion government had the effect of increasing the price paid for necessary articles, and in this way the province had to pay a very large amount indeed to the Dominion treasury. He did not think it wise to apply to the Dominion government for further assistance on this ground. Mr. Rithet should be guided by his own advice and should not look at important matters from a purely personal and local standpoint. He should consider that he was a citizen of Canada as well as a Victorian and support what was in the interest of the Dominion as a whole. It would be wiser to raise the point in seeking federal aid that the Dominion government should give assistance to railways in British Columbia because such railways will result more advantageously to the Dominion. It was evident that the first loan bill introduced by the government had no friends at all, and the government were forced to bring down an amendment that was more important than the bill itself. Under these circumstances, and taking into consideration the ruling of the Speaker, the

hon. Mr. Martin. He should explain his position, not only in his own interests, but in the interests of his colleagues, who were in the peculiar position of being associated with one who was pledged to oppose the measure which the government had introduced.

Mr. Sword showed that the assistance given to railways in the past had not resulted beneficially to the government. The premier had referred to the Nakusp & Slokan. Mr. Sword admired his courage but did not think much of his discretion. The opposition then held the same views as they do now. They had held that if the government were going to guarantee money for the Nakusp & Slokan, it would be better for the government to build the road. Mr. Sword was proceeding to discuss the present condition of the Nakusp & Slokan when Col. Baker rose to a point of order. The subject under discussion was not the Nakusp & Slokan.

Mr. Scullin-Went has Mr. Rithet been discussing for the last half hour? Mr. Sword, continuing, said that assuming Mr. Turner's forecast was correct, the Nakusp & Slokan will pay a handsome dividend to the promoters. He would ask what the promoters had done to deserve this profit. How much capital have they put in the concern? They had taken advantage of the guarantee of the province to borrow more money than it took to build the road. If the members were to profit by the experi-

Surely the house was entitled to some explanation. The government were not justified in playing fast and loose with the credit of the province in order to grant \$1,000,000 to the British Pacific. A cheaper line to open Cariboo can be secured by the C.P.R. They did not object to borrowing money for public works, but they insisted that the money should be spent where it is likely to bring in a return. The government, which was under the thumb and control of the British Pacific company, was not a safe one. He hoped the government would withdraw the bill, and then would ask the house to sanction the borrowing of money, not in the interests of private companies, but in the interests of the people of the province. (Applause.)

MR. FORSTER.

Mr. Forster was surprised that an important motion of this kind the government refused or neglected to answer the arguments of their opponents. Mr. Sword's arguments were evidently unanswerable. (Hear, hear.) The government inherited the evil propensities of its predecessors, and to show this Mr. Forster went into the history of the Esquimalt & Nanaimo and Nakusp & Slokan and the Shuswap & Okanagan railways. All along the government railway policies had been in the interests of private companies. Mr. Rithet had dealt largely with the British Pacific. If surveyors' reports

the C. P. R., and which had always acted in the interests of the C. P. R. Now that the present Dominion government were extending the Intercolonial to Montreal it would likely prove profitable. Railways were national highways and ought to be owned by the people the same as ordinary highways. Mr. Forster described how government railways were constructed and operated in Australia. That country would not have been developed so rapidly if railways had been left to private enterprise. He quoted from the reports of railway authorities to prove this. If there is an accident on government railway there is no attempt to keep it secret, as on the C. P. R. today. Everything done on a government railway is carried out without any attempt at secrecy. There may be abuses connected with government railways. The government should not give private companies the money to furnish the whistles to jash the people. It might be well for a government who wants to encourage monopolies to plunder the people, but it would be a black day when private companies secured full control of railways in this province. He went into this contest with a light heart, believing that the principle of government ownership of railways was a right one and would finally triumph. If the province took the position of the private company and borrowed the money on the credit of the railway, there is no reason why railways could not be built

when anything connected with the company came up in the house.

Mr. Forster, continuing, said that the hon. Mr. Pooley, the president of the company, was the solicitor of the E. & N. railway company. It was not to be expected that the government whose individual members are associated with railways would sympathize with public ownership of railways. It was not obscure men who believed in the government ownership of railways. The greatest statesmen had advocated that principle. The party who took up this question would take up the winning side. He did not care whether the government accepted this policy now. It would eventually be successful, and the men who advocated the government ownership of railways would be considered public benefactors. (Applause.)

MR. ADAMS.

Mr. Adams was the next speaker. He supported the route from Bute Inlet to Esquimalt and would not advocate the line from the C. P. R. to Cariboo. He said the opposition were opposing the bill because they were compelled to do so and that the idea of government ownership of railways was trumped up for the occasion.

MR. KIDD.

Mr. Kidd said the principle of borrowing money was a correct one, if it carried with it the proper expenditure of that money. There is a great difference of opinion as to how the money borrowed should be applied. It raised the question of the government owning the works which government money have helped to construct. The consensus of opinion among statesmen went to show that railways should be constructed and owned by governments. Railway companies had abused their privileges in many ways. Kings had been formed to make profits out of construction, to water stock and to carry on other abuses. Mr. Kidd strongly advocated the government ownership of railways. He was not opposed to the borrowing of money for opening out the country. There was one railway mentioned in the bill which he would like to see immediately carried out, but as a government undertaking, and that was the road from Penticton to Boundary.

MR. MARTIN.

Hon. Mr. Martin wished to contradict Mr. Scullin and an untruthful telegram from Kamloops which had appeared in the Times and which was published as a political dodge. He had not broken his pledge. He had not promised that he would oppose any assistance to the British Pacific. What he had promised was that if the legislature was asked for \$240,000 a year for 25 years to aid the British Pacific, he would oppose the granting of such aid.

At 11:45 Mr. Williams suggested an adjournment.

Hon. Mr. Turner—No, let us go on. Mr. Helmeke—Very well. I am going home. I don't intend to say here all night.

Mr. Williams moved an adjournment, and the government were opposing the motion, but when they saw that a majority of the members were voting for the adjournment they withdrew around.

NOTICES OF MOTION.

By Mr. Smith—To introduce an act to amend the mineral act, 1893.

By Mr. Sword—To move on Monday: "That in requiring a declaration from the surveyor who has surveyed land for an intending purchaser, whether any of such land was likely to be required for a townsite or fishing station, the legislature intended that the attention of the land office should be called to the nature of the land applied for, and that it should not be treated as ordinary land held to purchase."

CATARRH CONQUERED.

IT IS A BLOOD DISEASE. PROOF POSITIVE THAT RYCKMAN'S KOOTENAY CURE THOROUGHLY ERADICATES THIS WIDESPREAD DISEASE.

Of all the diseases that have been exploited by charlatans and quacks Catarrh is one that has received more than its share of attention.

Snuffs, sprays, douches, inhalations, etc., have all had their day, and after their use the Catarrh has remained as bad as before, so that now many sufferers have become convinced that they are possessed of an incurable affection that must remain with them to their dying day, sapping their strength and rendering them miserable and disgusting to their friends.

Let us tell you that Ryckman's Kootenay Cure gets at Catarrh through the blood. It destroys the germ that is the immediate cause of the trouble and sends rich pure blood to the part, so that all offensive discharges cease and a rapid cure is effected.

Here's a case in point, Mr. W. G. Cox, who conducts a flour and feed store at 374 King Street West, Hamilton, was troubled with Catarrh for ten years, tried nearly all the catarrh remedies advertised without success till he began taking Ryckman's Kootenay Cure. He says the results have exceeded his most sanguine expectations.

Mrs. Margaret Sovereign, living at 376 King Street, in the same city, under oath makes a declaration to the effect that her daughter Lulu, aged 14, was troubled with Catarrh for two years and had poor health. The doctor said she had inflammation of the lungs and Catarrh. She became so run down that until she commenced taking Kootenay her mother was scarcely able to get her out of bed. She took a bottle and a half of this wonderful remedy, and the "new ingredient" had a chance to get in its work, the Catarrh disappeared, her cheeks became rosy and she gained eleven pounds. These cases ought to be enough to convince the most sceptical, but if you are desirous of more proof, send to the Ryckman Medicine Co., Hamilton, Ont., and sworn statements of cures will be sent you free.

One bottle has been sent you.

Two years ago R. J. Warren, a druggist at Pleasant Brook, N. J., bought a small supply of Chamberlain's Cough Remedy. He sent up the results as follows: "At that time the goods were unknown in this section; to-day Chamberlain's Cough Remedy is a household word." It is the same in hundreds of communities. Wherever the good qualities of Chamberlain's Cough Remedy become known the people will have nothing else. For sale by all druggists, Langley & Henderson Bros., wholesale agents, Victoria and Vancouver.



THE RIG THAT WILL "GET THERE."

FISHER—Go ahead, old man, with your unneighborly meanness; we'll meet you and beat you in the British Market!

house was forced to consider not the bill as was brought down by the Governor's message, but a bill which the government intend to change in committee. It was useless to attempt to convince Mr. Rithet, but he believed there were members on the other side of the house who were open to argument. No one had objected to the British Pacific as a railway. What they did object to was the province undertaking an expense that the results as far as could be seen would not justify. He could not agree with those who held that the \$1,000 a mile to the British Pacific did not amount to anything, as the road could not be built and the money utilized. In the last general election the people of Vancouver Island were told that the construction of the British Pacific was essential to their salvation. He would point out, however, that the same was raised in connection with the E. & N. railway, and the people on the island had been just as strongly in favor of this line as they were in favor of the British Pacific, but what is the result? Nearly everyone but those directly interested acknowledge that too much was paid for the island railway, and that it did not bring those advantages which were claimed for it. He would not be justified in voting for the cash home to the British Pacific until he received the sanction of those who elected him. Other members were in the same position, among them being

ences of the past, they would come to the conclusion that the present bill was not based on business principles. The provincial government would put up \$4,000 a mile and the Dominion government probably \$6,000 a mile. With these subsidies the promoters could easily borrow another \$10,000, which will more than build the road.

Mr. Rithet—It will cost \$40,000 a mile. Mr. Sword—I was not referring to the British Pacific. I was referring to the line which would be likely to connect the bonuses. Mr. Sword stated that the arrangements with the C. P. R. to run the Nakusp & Slokan and Shuswap & Okanagan were not in the interests of the people. If the government built the roads under discussion they could surely make such arrangements with the C.P.R. if compelled to do so, as would give the province certain rentals from those railways.

Both the premier and Mr. Rithet had spoken of the road from Penticton to Boundary, but neither had given any idea of the position of the charter and land grant to the Columbia & Western. The house had given that land grant solely with the view of having the necessary road built. The government had accepted a bond from Helmeke that the road would be built, but in the face of this, notwithstanding the bond, they bring down a bill to grant a cash subsidy of \$4,000 a mile to the road.

were to be relied upon there was but little good agricultural land in the country through which the road will pass. Even Mr. Hunter, when he was opposing the British Pacific last year, had stated that the land was of little value. Now that Mr. Hunter is supporting the British Pacific he will probably conclude that during the year the land has become more fertile. Mr. Forster said the government should do something to secure the immediate construction of the road from Penticton to Boundary. A road connecting this district with the coast will prove a most profitable one and the government should secure this profit by constructing the road. The only argument that can be advanced against the government building the road is that it is incapable and incompetent. He was proud that the party to which he belonged had come out boldly for government ownership of railways. Railway history taught the lesson that governments must own railways or railway companies will own the governments. Private ownership in railways in the United States had produced popular government. Congress was the slave of the powerful railway corporations. When there are weak governments, such as this province now has, railway companies get everything they want in return for their political support and influence. Those opposed to the Intercolonial railway, but it was a political road. It was operated by a government which was the father of

without the middle men. There was no fear of the present government stealing the policy of the opposition. The government were in favor of private ownership because its individual members were interested in railway companies. The provincial secretary has just disposed of a charter.

Col. Baker—I deny that.

Mr. Forster—He told us the other day that the C. P. R. had secured the B. C. Southern charter. They must have paid for it at once, they must have paid for it at once, they must have paid for it at once. The railway committee last year an agent for the B. C. Southern. He pleaded for the company and asked for favors for the company. Then the attorney-general's firm were solicitors for the Columbia & Western and Mr. Helmeke.

Mr. Eberts denied that his firm were solicitors for Mr. Helmeke or the Columbia & Western Company. Mr. Taylor, his partner, had been engaged by the Union Trust Company, of New York, to register a deed in connection with a mortgage on the Columbia & Western railway. He denied most emphatically that his firm was retained by Mr. Helmeke. Mr. Taylor had taken one or two small suits for the Trail Smelter Company while in Kootenay last year.

Col. Baker also wanted to make a denial. He explained that he had told the "house" simply that he was connected with the B. C. Southern railway company and refrained from voting

HUMPHREY'S

Homoeopathic Medicines

May be obtained at

BOWES' DRUG STORE,

100 Government near Yates St.

He dispenses prescriptions.
Telephone 423.

LOCAL NEWS.

Cleanings of City and Prov. al News in
a Condensed Form.

Still the Choicest—Capital Cigars. Try them.

Hot X buns, 20 cents a dozen. Put
them beside any bun on the market—
see if they are not just as tempting.
We know they're just as good, and
wholesome. Lawrence, 77 Govt. St.Twenty-four packages crockery,
glass, china and hardware ex Dunbarne
and Waterloo just opened and for sale
cheap at R. A. Brown & Co's, 80
Douglas street.Weather permitting, the Fifth Reg-
ment band will give a complimentary
concert at Beacon Hill Park on Sunday
afternoon next, commencing at 3
o'clock.A public meeting will be held at the
city hall this evening for the purpose
of considering the best means of cele-
brating Her Majesty's Diamond Jubilee.The treasurer of the Choral Union,
being anxious to straighten out his ac-
counts, requests that those members of
the union who have as yet made no re-
turns for their tickets will do so without
delay.Good news comes from the Palo Alto
mine. The foreman, Mr. Purcell, re-
ports that on the west drift a strike of
two feet of solid ore has been made.
The machinery is now working day and
night. It is understood that a big price
has been offered for this mine.The performance of "Nevada," by
the Victoria West Amateur Dramatic
Association, which was to have been
presented on the 22nd inst., has, on ac-
count of the death of one of the mem-
bers of the society, Mr. Ralph Cham-
bers, been postponed until May 4th
next.A meeting of the Y. W. C. T. U.
was held yesterday evening, when ar-
rangements were made for an entertain-
ment to be given by the society on Wed-
nesday, the 28th inst. The reading
circle in connection with the society re-
ceived several new members during the
meeting.The E. & N. railway will run
morning and afternoon passen-
ger trains on Good Friday, Sat-
urday, Sunday and Easter Mon-
day. Round Trip Tickets for a
single fare, good from Friday to
Monday inclusive.In the house yesterday Mr. Forster
said he had received a telegram from
Naraino to the effect that the Free
Press reporter's story that he was in-
formed that the Free Press had been
furnished with documents connected
with the Thompson-Davison libel case
by the attorney-general's department.
Dr. Walkom said he had a telegram to
the same effect. Hon. Mr. Elberts said
he knew nothing about the matter.The companions of the Forest will
give a ball on the evening of the 19th
inst. in Philharmonic Hall. Among the
features outlined for the enjoyment of
those attending will be a guessing com-
petition and a new set of lanterns, known
as the Primrose lanterns, to say nothing
of the supper. A few days later, on
the 23rd inst., the Royal Rose Club, a
newly-organized society, will give an
invitation dance in A.O.U.W. Hall.Jimmy Chickens came over from
San Juan yesterday morning with \$5
in his inside pocket, and before 4 o'clock
in the afternoon he was making things
very lively on the corner of Yates and
Government streets. He was charged
before the police magistrate this morn-
ing with the old offence, "found drunk"
and, being convicted, was fined \$5 and
costs with the option of 12 days' im-
prisonment.John O. Norborn, representing the
Joshua Hendy Machine Works, of San
Francisco, is in the city. Mr. Norborn
is here at the instance of Dier, David-
son & Russell, who are about purchas-
ing a twenty-stamp mill for the Tin
Horn Quartz Mining Company, of Fair-
view. Recent reports from the com-
pany's manager, Mr. A. N. Wills, state
that work is being prosecuted night
and day on the 10-foot ledge on the For-
tune, as well as on the Tin Horn. The
latest assay of samples from the former
goes \$75 per ton. 21,000 shares in the
Tin Horn Company were sold to-day.Awarded
Highest Honors—World's Fair,

DR.

PRICES
CREAM
BAKING
POWDER

MOST PERFECT MADE.

A pure Grape Cream of Tartar Powder. Free
from Ammonia, Alum or any other adulterant.
40 YEARS THE STANDARD.the largest sale in a single day yet re-
corded.To-morrow, being Good Friday, the
Times will not be issued.If you appreciate a well made and
good fitting suit go to 101 Douglas St.Spring stock of carpets now on
show at Weiler Bros. The largest stock
west of Toronto.Envelopes and writing papers. A
special consignment on sale. Johnston's,
Kirk Block.Ask any Rambler rider's opinion re-
garding this king of bicycles. Weiler
Bros., agents.The usual Good Friday services will
be held to-morrow in the several
churches.Blue enameled, white enameled
and polished brass bedsteads at Weiler
Bros.; just in.Why carry old line life insurance
when much more desirable protection
can be secured at less than one-third the
cost in the safe, solid and reliable Mac-
cabe's of the World?As the pleasure seekers are already
beginning to mass daily at Beacon Hill
park, Constable Gilchrist, who has been
appointed park policeman, will assume
his duties there about the end of the
month. Of course one of the best look-
ing officers had to be appointed to this
position.Ah Sing, a little "heaven Chinese,"
appeared again in the police court this
morning, charged with stealing bottles.
The charge, however, was withdrawn,
the boy's father having promised to pay
for the bottles stolen. John Sheehan,
accused of vagrancy, was remanded un-
til Thursday next, the 22nd inst.Yesterday evening a pleasant social
was held by the members of the
Y. P. S. C. E. of the First Congrega-
tional church, at the residence of the
pastor, Rev. P. C. L. Harris, on Discov-
ery street. The programme as given
was a very good one. During the evening
a collection was taken up to aid the
society to pay for their organ.Mr. Laing's lecture on "The Land
of the Pharaohs," to be given for the
benefit of the South Park school library,
has been postponed till Friday, April 23.
The lecture will be illustrated with
magnificent views. Mr. Laing's special
lantern being used. As the admission
has been placed at the nominal sum of
10 cents, the assembly room of the
school will be crowded, and the audience
is requested to assemble at 8 sharp.The item stating that Peter Hansen
was charged with stealing flowers from
graves in Ross Bay cemetery was not
quite accurate. The charge in the
summons is "breaking off certain flow-
ers growing on a grave," etc. Mr.
Hansen admits that in passing a grave
he broke off a few flowers to please a
child, not thinking for a moment that
he was doing anything wrong. It was
a thoughtless act, for which he apolo-
gized on being spoken to about it.Harry Jensen, who was committed
for trial in the police court on Tuesday
morning on the two charges of being in
possession of stolen property, whisky be-
longing to Sam Clay, and a boat belong-
ing to William Turpel, was brought be-
fore Judge Drake this morning in the
society trials court. He pleaded guilty
and was sentenced to eighteen months
at hard labor on each charge, sentences
to run concurrently.Silas Shea, who about this time last
year was sentenced to three months' im-
prisonment for supplying liquor to
Indians, was fined \$50 and costs in the
police court this morning for attempt-
ing to commit a similar offence. He
was in a cabin on Store street and was
in the act of handing a bottle of whis-
key to a klutchee when Constable
Clayards appeared at the window and,
reaching over, appropriated the bottle.
If the fine is not forthcoming—and it
does not look as if it will be from the
two prospects—Shea will go to jail
for two months.George D. Scott, 42 Fort street, has
been commissioned to take applications
for 30,000 shares of the treasury stock
of the Kootenai Creek Mining and
Milling Co., Ltd., of Sandon. This
company has four of the best prospects
in West Kootenay, one being an exten-
sion of the famous Mollie Gibson, lately
sold by Sir Charles Tupper and others
to a large English company. The show-
ings of these properties are really phre-
nomenal and assay 300 oz. silver to
ton, with three feet of clean ore. In
order to protect these furnishings the
company has pooled vendors' stock
and guarantee that after 100,000 shares
have been placed at three cents they
will offer no more shares at less than
10 cents. Applications must be ac-
companied with half the purchase price
in all cases, the balance to be paid in
thirty days. This stock should com-
mend itself to the public, as the capital
is only \$250,000, and the management
is under well known and reliable mining
and business men of Sandon and Slo-
can City. Prospectuses and full par-
ticulars on application to Mr. Scott.The British Columbia Baptist Ex-
tension society were in session all day
yesterday. It was decided to engage
the services of a financial agent, who
will undertake the general superintend-
ence of the society's work. In the even-
ing Rev. J. H. Best delivered an ad-
dress on the work of the year and Mr.
Marchant gave a detailed account of
the money collected in the east and
how expended. Rev. P. H. McEwen
gave a report of the work of the society
in the needs of the field and the necessity for
more extensive work. At this morn-
ing's session the executive considered
the question as to whether it was ad-
visable to place a missionary in the
British Columbia mission field, and
coming to the conclusion that it was ad-
visable so to do, they reported to the
convention to that effect. The report
was adopted. The question then arose
as to whether it was better to appoint
a missionary from among the local pas-
tors or to go outward in search of one.
They finally decided that if it was pos-
sible they would appoint a local man,
if a suitable one could be found. The
convention then adjourned until four
o'clock this afternoon, when the same
question will be considered and in all
probability a missionary will be ap-
pointed.

We Make It

...Our Business

TO DISPENSE PRESCRIPTIONS AC-
CURATELY, FROM THE PUREST MA-
TERIALS, WITH THE HIGHEST
PROFESSIONAL SKILL.

JOHN COCHRANE,

...CHEMIST...

North-West Corner Yates and Douglas Streets.

FOR THE YUKON

Fifty Passengers Embark On the
Steamer City of Topeka at
This Port.The Alaskan Steamer Willapa a Total
Loss—Danube Leaves for
the North.It must be gratifying to shipping men
to see the activity along the water front.
Along the C.P.N. Co.'s wharves four
steamers are lying side by side loading
and unloading cargoes, which plainly
shows that business is at last opening
up. The Tees is discharging cargo
brought down from the West Coast.
The Maude is unloading coal brought
from Comox for the company's use,
while the Rainbow is loading freight
for Texada and way ports and the Dan-
ube is taking on a large cargo for the
north, including the annual shipment of
the Hudson's Bay Company to Inver-
ness in transit to various posts on the
Upper Skeena. R. H. Hall, of the Hud-
son's Bay Company, will start this evening
by the Danube for the Upper
Skeena, where he will visit the various
posts to look after the interests of that
company. Among her other passengers
are Mr. A. R. Langley, who is taking
with him eight men to work at E. A.
Wadham's new cannery now in course
of erection at Rivers Inlet; J. Hansen,
G. Jacobsen, N. Jacobsen and family
and B. Peterson, Danes, going up to
Shushartie Bay, from where they will
journey by boat or canoe to the Danish
settlement at Cape Scott; Capt. Bonser
and three men for the Hudson's Bay
Company's new steamer, Caledonia,
which will carry freight and passengers
on the Skeena; Sam Booth, the well-
known second-hand clothes dealer, and
his brother, E. A. Booth, who are going,
they say, to work a mine they have lo-
cated up the Skeena river; and a num-
ber of fishermen on their way to the
northern canneries. The Danube sails
at 8 o'clock this evening.The steamer Edith, which was char-
tered for one voyage to take the run of
the wrecked steamer Willapa on the
Alaskan route, has returned to Port
Townsend with Captain George Roberts
on board. Captain Roberts remained
with the Willapa until the Edith re-
turned from Alaska. The Willapa will
be a total loss, although the Edith suc-
ceeded in picking up a few of the min-
ers' supplies that had been taken on
board, but the amount saved was in-
significant. The Willapa clung to life
tenaciously, but finally she broke in two
with the constant strain of her own
dead weight, and her destruction by the
turbulent waters of that vicinity is now
complete. Captain Roberts, like his as-
sociates, had nothing to say about the
prospects of getting another steamer
for the Willapa's run, but the general
impression is that arrangements will
soon be made to that end.Seldon has an Alaskan steamer se-
cured such a large number of passen-
gers from Victoria as did the Topeka
this morning. When she left the outer
wharf at 11 o'clock she had, in addition
to her South passengers, fifty fifty who
boarded her here. Among the latter are
the contingent of mounted police who
are going to the Yukon district, a party
of ten miners from Nanaimo, and J. H.
S. Secretan, Charles Barwell, C. Lewis,
C. R. Platt and H. McNaughton, all
from Ottawa, and bound for the Yukon
district. There were also a party of
fourteen men who arrived from the
East by the Northern Pacific under con-
tract to work for the Greenwood Min-
ing Company. Another passenger was
J. C. Leasure, a Portland lawyer, who
is going to Alaska to defend the no-
torious Birch, who is charged with kill-
ing an officer.Port Townsend, April 13.—The steam-
er Edith, chartered by the Alaska
Steamship Company to take the passen-
gers and freight from the wrecked
Willapa to Juneau and Dyea, returned
here to-day. The Willapa is reported as
being a total wreck; her hull having
been broken on the rocks and sunk to
the bottom of the sea. The loss on the
Willapa and cargo is estimated at \$600,
000; insurance on the boat, \$28,000.The U. S. cutter Patterson came into
the harbor yesterday and left last eve-
ning to make a survey of Seymour nar-
rows. An observation station and tide
gauge will be erected, and two men will
be left in charge for six months. The
Patterson will go from there to Alaska
to act as patrol and fish commission ves-
sel.Shipping news from San Francisco re-
lates that the ship Samaria, which sailed
from Seattle coal laden for San Fran-
cisco twenty-five days ago. They say
she will yet doubtless appear at her
destination in good shape, and that she
has been put out of the usual course
by rough weather.The Rainbow, which leaves to-night,
will extend her trip to Loughboro' Inlet.
She will return on Monday morning.
Those desiring to visit Texada will have
at least 24 hours to remain there.San Francisco, April 15.—The revenue
cutter Rush has been sent in search of
the missing ship Samaria. The Samaria
left Seattle for this port 25 days ago
but has not since been heard from.

The Hudson's Bay Company's new

How Irresistibly
Charmingthe
Young Ladies
...Look...On Easter morning, as they appear
in their epic and span spring
gowns. Who can help but admire
them? Any...

Young Man

Can appear to just as good advan-
tage if they wear the right kind of
clothes. Clothes don't make the
man, but a well-dressed man com-
mands respect just the same.Good and Stylishly
Made
...Clothing...Is moderate in price this year, that
is if you buy it at the right place.

\$7, \$8 or \$9

Buy a good business suit here: \$10
or \$11 buys a better one; and for
\$12 and \$13 we can sell you a suit
that will equal in fit, style, finish
and wear any made-to-order suit
costing double the money. Why not
save those dollars? Will you do it?

CAMERON,

The Cash (1) tier, 55 Johnson St.

Steamer Caledonia will leave Port Simp-
son on or about the 30th inst., carrying
a large quantity of supplies and a num-
ber of prospectors to the Upper Skeena
district.The steamer R. P. Rithet, which has
been tied up at the city wharves for a
considerable time past, is being thor-
oughly overhauled and repaired, and as
soon as the repairs are completed she
will be placed on the New Westminster
route. As the steamer is of much higher
draught than the vessel now doing busi-
ness on this route, the change will en-
able shippers at points which, owing to
the shallowness of the water, are now
difficult of access, to be reached, and
produce brought to this city.The case of the seized schooner Fischer
Brook, occupied the attention of Col-
lector Milne all day apart to-day. The
evidence of the master and mate were
taken this morning. Both admit being
in at Friendly Cove, but say they were
compelled to make that port on account
of the heavy weather. They deny the
charge of interfering with the Indians.As soon as the U. S. steamer Patterson
had left the harbor the United States
revenue cutter Perry steamed in. She
is here with no set object, just coming
over, as one of the officers expressed it,
for the purpose of drinking Victoria wa-
ter. The Perry will, about the begin-
ning of June next, resume her patrol of
Behring sea in company with the cut-
ters Grant and Itash.The Resolute yesterday evening took
over a large quantity of ore from the
Rover claim at Texada, which is being
sent to the Everett smelter. A sample
shipment will be sent by the City of
Kingston this evening to the Tacoma
smelter from Alberni.You can hardly realize that it is medicine,
when taking Carter's Little Liver Pills;
they are very small, no bad effects; all
troubles from torpid liver are relieved by
the use.Just received direct from Forgan &
Sons, of St. Andrews Scotland, a
splendid assortment of ladies' and gen-
tlemen's golf goods at Henry Short &
Sons, 72 Douglas street.

INSURE IN THE BEST COMPANY...

The Mutual Life

of New York.

3 1/4 MILLION -
DOLLARS

DEPOSITED IN CANADA.

Its dividends to policy-holders have
never been equalled.

HEISTERMAN & CO.,

...AGENTS...

At Easter

Everybody will don their best
and newest apparel. There-
fore we direct attention to the
excellence of our stock of
seasonable goods. We can't
enumerate all the new things
we have, but may say we
are now carrying the choic-
est stock of gent's furnish-
ings in the province.
SPECIAL—Just received, 2
cases American Fedora Hats;
latest blocks.

SAM. SEA, Jr.,

...DOUGLAS STREET...

EVERY LADY

Be she young or old, bestows a certain amount of attention upon her
personal appearance. And among feminine apparel there is no more
important article than the corset. We are carrying the best corset
made—

The Genuine "P.D." Corset, \$1.25.

They fit the form, improve the contour of the body, are comfortable
and durable. We also direct the attention of the ladies to our fine
line of BLOUSES, WRAPPERS, SKIRTS, and a nice assortment of
Black Figured Lustras.

THE STERLING,

Yates Street, E. W. PRATT, Manager.

NEW Woolens,
Worstedes,
ClothsJust Received
Direct from Europe.Handsome Trouserings,
Fashionable Spring Overcoatings,
New Weaves and Patterns in.....
Scotch and English Tweeds and Serges.

A. GREGG & SON,

...TAILORS...

62 YATES STREET

VICTORIA, B. C.

If You Desire Pure Preserves

.....Made from Select B. C. Fruits and Sugar.....

ASK FOR OKELL & MORRIS'

...THEY ONLY MAKE THE BEST....

TO
SPEAK
OF
SHOES..IS
TO
THINK
OF

ERSKINE'S..

CORNER
OF
GOVERNMENT
AND
JOHNSON
STREETS.

J. PIERCY & CO.

WHOLESALE DRY GOODS, and
CLOTHING MANUFACTURERSMINERS'
OUTFITS
A SPECIALTY.

Victoria, B. C.

AUCTION SALES.



Naval Auction Sale,

TUESDAY, 20TH APRIL, 1897.

Joshua Davies, Auctioneer, has been in-
structed to sell by Public Auction, at the
Naval Yard, Esquimalt, at 11 o'clock pre-
cisely, on the above date, a quantity of
OLD AND SURPLUS NAVAL, MEDICAL,
VICTUALLING AND ORDINANCE
STORES, ETC.,
Including a quantity of old Rope, Canvas,
&c. The lots may be viewed the day prior
and morning of sale, and catalogues can
be had at the Naval Yard and at the
office of the Auctioneer, Victoria, B. C.
JOSHUA DAVIES,
Auctioneer.

...ONLY CORNER AUCTION ROOM...

WILLIAM JONES

General Auctioneer and Commission
Agent,

133 Government Street, Corner Pandora Street.

Large Premises. Well appointed.

FURNITURE,
Farm Stock and Real Estate
AUCTIONEER.All goods sent for absolute sale will re-
ceive prompt and personal attention. Con-
signments solicited. Money to loan on
real estate. Furniture bought for cash to
any amount.

W. JONES, Auctioneer.

POPULAR CONCERT

Under the genial patronage of

St. James' Hall, Wednesday

ADMISSION 35

...In Aid of the

Vancouver Island

The 96th Drwg
In the above Soc
William Wallace
on Monday, the 19
See that your share
is early.

B. C.

NOT

Back Bay bridge

April 20, 1897.

THEY BID FAREWELL

Mr. and Mrs. Rowlands' Farewell Concert One of the Finest Given in This City.

Institute Hall Filled by a Large Audience and the Concert a Great Success.

The farewell concert of Mr. and Mrs. Rowlands yesterday evening was a most successful one. Institute hall was crowded to its fullest capacity, and late comers were obliged to stand. The platform was most tastefully decorated. The choruses, Mr. Rowlands' songsters from the Metropolitan Methodist church, were artistically arranged in tiers on the platform, and they being a very good-looking choir, and as the ladies were arranged in their pretty cream gowns, they were a treat to the eye. The first number on the programme was a glee, "Awake Aeolian Lyre," given by the glee party accompanied by Mr. E. A. Wolff's orchestra of ten pieces, after which Mr. Rowlands sang "Honor and Arms," rendering that fine solo most effectively. Responding to the many requests for an encore he sang "Moan." The third number was a duet by Madame Laird and Mrs. Rowlands, "See the Pale Moon." Miss Marrack followed, singing well that most difficult solo, "Ah, Quel Grief." She sang "Panchelle" as an encore. Mr. J. G. Brown supplied the next number, singing "The Storm Wind," which furnished much scene to his rich, clear voice. Lovers of music could not fail to have been interested in the next number, Mr. E. A. Wolff's violin solo, "Airs Russes." Mr. Wolff showed himself to be a thorough master of the violin. He was repeatedly encored and responded twice, playing the last time "The Last Rose of Summer" without accompaniment. Mr. Wolff came immediately back with Mr. and Mrs. Rowlands and Madame Laird and they sang Barnby's quartette, "In This Hour of Softened Splendour," splendidly. The voices of the four singers blended well together. The chorus were then heard again in a selection, "Hunting Song," by Macfarren, which, though it ended somewhat abruptly, was a very good number. The aeolian string orchestra, then contributed a selection, after which came the event of the evening, the duet, "Our Cup of Bliss," from the grand finale of the second act of Dr. Parry's opera, "White Rose," by Mr. and Mrs. Rowlands. They were received with a tremendous outburst of applause, and at the conclusion of the duet, which they sang splendidly, the applause was deafening. As they came back to respond to the encore Mrs. Rowlands received a large and pretty bouquet. They repeated the latter part of the duet as an encore. Their beautiful rendering of that well known operatic gem will linger in the memories of those present. Madame Laird was then heard in Arlotti's "La Capriciosa," and Mr. G. Bushy in a selection from the same composer's works, after which Messrs. Wolff and Rowlands sang Balfe's duet, "Excelsior." Mrs. Rowlands then sang "Oh, Haste Ye Birds," her sweet mezzo soprano voice being heard in that to advantage. As an encore she sang by request that solo which has by now become such a favorite with Victoria audiences, "Daddy." The trio "Distant Chimes" was then given by Madame Laird, Miss Marrack and Mrs. Rowlands, and the lengthy programme was brought to a close with the singing of the choral march, "Now the Bell for Departure," by the choir.

Among the accompanists of the evening were Mr. E. A. Wolff, Mr. J. G. Burnett, Mr. F. Sehl, Mr. W. J. Burns and Mrs. Lewis Hall. The concert was taken all in all, one of the finest ever given in this city. Although this was the farewell concert there is a possibility of Mr. and Mrs. Rowlands being heard again in this city, as it is understood that they have promised to sing at the Drill Hall on Saturday next.

A DECIDED CHANGE

THE BETTER FOLLOWS THE USE OF DR. WILLIAMS' PINK PILLS

Health and Strength the Certain Outcome—They are Unrivaled as a Spring Medicine and Give Feeling of Renewed Freshness and Vigor.

Among the remarkable cures which have followed the use of Dr. Williams' Pink Pills is that of Mrs. Geo. N. Goddard, a well known resident of Annapolis Station, N.B. Mrs. Goddard says: "For five years I was a sufferer from a most peculiar trouble, which seemed to baffle the skill of several physicians. The first symptoms of my trouble I cannot characterize better than by calling them blind spells, as my head would get so bad that I could not see and a blindness would come over me. Then I would grow faint and dizzy and could not walk about. My hands and arms would become perfectly numb and would sometimes remain in this condition for days. Lately the attacks grew more frequent and more severe. I became so nervous and run-down that life was indeed a burden to me. My appetite was very poor and I was pale and emaciated. As regular medical treatment made no improvement in my condition, some of my friends strongly urged me to try Dr. Williams' Pink Pills, and at last I commenced their use. I had taken but a few pills when I began to feel better, and in a short time when I was again taken by the same trouble, I was able to continue their use. The unsavory nerves seemed to grow on city will be platted in flesh and felt like property will be offered. I know the load of Dr. Williams' Pink Pills is of disease from the disease who use them a

feeling of freshness and vigor. Do not be persuaded to take any pink colored preparation, or something else alleged to be 'just as good.' Insist upon getting the genuine Dr. Williams' Pink Pills, and if your dealer does not have them in stock, they will be sent post paid at 50c. per box or six boxes for \$2.50, by addressing the Dr. Williams' Medicine Company, Brockville, Ont.

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TO BUILD A CAUSEWAY TO IRELAND.

Engineers are discussing plans for joining Great Britain and Ireland by means of a tunnel under the Irish channel. By making Ireland geographically a part of the United Kingdom it is said that the prosperity of the former country would be greatly increased.

Mr. Ferguson Walker, who writes about the tunnel scheme, also gives some curious details about rival schemes for an Irish channel tunnel. Proposals have been made for annihilating the sea journey by erecting a causeway, stepping-stones, bridges or submerged tube. "The feasibility of maintaining a causeway," says the writer, "strong enough to withstand the waves of the Atlantic is doubtful. It is also his opinion that, 'though a passage for vessels might be left in the centre, it would present a very dangerous piece of navigation in stormy weather.'"

Another idea for an artificial isthmus was propounded in 1894 by Mr. Le

ONE HONEST MAN.

Please inform your readers that if written to confidentially I will send in a sealed envelope the plan by which I was permanently restored to health and made stronger after years of suffering from nervous weakness, loss of vigour, and lack of development.

I have no scheme to extort money from any one. I was robbed and swindled by the quack and I nearly lost faith in mankind, but I have now, an old, vigorous and strong, and anxious to make others aware of the cure known to all.

Who have been cured through my Free Advice: Mr. Mulford, saw your notice in the paper some time ago and wrote you about my case. After following your advice which you so kindly gave me, I am very glad to say that I am now perfectly cured. I wish to thank you a thousand times for your kindness.

"Heaven grant you a long and prosperous life, in the wish of a cured friend."

"Judge of my surprise to receive a kind letter of so valuable advice, absolutely free."

"It is the first advertisement I have answered that did not ask me to call at the Express Office and pay for medicine that I had not ordered."

"I am happy to say that you are truly an Honest Man and deserve the endorsement of both Pulpit and Press."

In conclusion: I have nothing to sell, and want no money, but being a firm believer in the universal brotherhood of man, I am desirous of helping the unfortunate to regain their health and happiness. Perfect secrecy assured. Address with stamp: MR. WM. T. MULFORD, Agents' Supplies, P. O. BOX 50—ST. MENSE, QUEBEC.

SMUGGLERS ARRESTED.

Detroit Druggists Who Did Quite a Trade in Smuggling Drugs.

Detroit, Mich., April 14.—Lewis J. Palmer, a Detroit druggist, George L. Schumacher, and Herbert T. Jenkins, were arrested to-day, charged

British Columbia.

BOUNDARY CREEK.

Boundary Creek Times.
An assay from a sample of country rock taken a foot away from the D. A. vein went 23 oz. in silver, or \$15.22 for all values; while the pay streak itself averages 277 oz. in silver and \$52.20 gold value, or \$224 to the ton.

The men working on the Granite Falls in Lake Kootenai uncovered last week a ledge of quartz two feet wide with a paystreak of galena at a depth of 10 feet in the shaft. Assays were obtained running over \$500.

A fine body of ore was struck last week on the St. Maurice, in Central camp, owned by a French syndicate whose representative, Mous. Gire, has been prospecting the claim for some time past. Some magnificent specimens of ore, being nearly clean copper pyrites, have been taken from the shaft recently sunk.

As soon as spring opens there will doubtless be a rush up the main Kettle river and the West Fork. This field, until last year, had hardly been visited by prospectors; but last summer a number of claims, some having remarkable surface showings, were located in the vicinity of Canyon and Cedar creeks. The ore is chiefly pyrrhotite and copper pyrites, resembling the Wellington camp ores of the same class, average samples assaying from the grass roots between \$10 and \$20 to the ton.

Mention was made in the Times a few weeks ago of the discovery of a body of nickel and cobalt ore on the reservation not far from Carson. Specimens of this ore were recently taken to Spokane and analyzed, the result being that associated with the nickel and cobalt the ore was found to carry good values in gold, silver, copper and tin. The discovery that this ore contained nickel was made by a metallurgist of St. Louis, to whom samples of surface rock were sent.

An assay made by him returned \$28 in nickel, \$180 in silver, and a number of assays have given values of from \$48 to \$80 in this mineral, while at the present market prices of nickel the ore averages \$50 in this constituent. It also carries 2 per cent. of copper.

GOLDEN.

About four miles east of Golden on the C.P.R., in the Kicking Horse Pass, a severe mud slide occurred a few days ago, about 400 tons of rock and earth being deposited on the rails. A gang of workmen cleared away the obstruction, passengers in the meantime exchanging trains. It is expected that the mountain slide will slide down over 1,000 tons and a watchman has been stationed far up the heights to report by gun any further commotion.

PORT STEELE.

Port Steele Prospector.
Dr. Hugh Watt, ex-member of the district of Cariboo, and for nearly ten years surgeon to the Royal Cariboo hospital at Barkerville, came in from the east on Friday of last week. He has taken the practice of Dr. Charles Maclean, who is leaving us. Dr. Watt also represents a company of eastern capitalists, who desire to make investments in East Kootenay.

The gold belt or gold propositions of Perry creek present some very interesting features. What is called the belt extends along the west side of the creek for a distance of at least seven miles. There is ample evidence that the formation is of eruptive origin. Gold can be panned from any and all of the different leads. All the veins in the locality are among a system of dykes cutting the formation. Pay ore is found near the surface and extraction is not only cheap but can be made cheaper with the aid of natural advantages.

The North Star mine produced and shipped during the year 1896 nearly 4,500 tons of ore, which had a valuation of \$224,000. At the present time the company has 5,000 tons of rich concentrates and galena at their landing on the Kootenay river, and 3,000 more on the dump—6,000 tons that will average \$60 per ton, or a gross valuation of \$300,000.

The North Star mine, working a sufficient force, can take out and ship 100 tons daily, and there is no doubt that with reduction works in close proximity, the mine would become the largest producer in the province.

SALMO.

Gold is being found in sinking wells. One of the mill men has a small bottle of gold claimed to have been taken out of Salmon river.

The snow will be off the flat inside of 10 days.
A number of persons are here waiting for the snow to go, so as to get to work on their claims.

Stewart and Wilson have struck a solid body of ore, four feet wide, running \$85 in gold, on the Little George. The Salmo Consolidated Mining Company made a rich strike on their property at Sheep Creek last week. They started on a four inch vein, but on going in a few feet discovered a body of ore 10 feet wide, which runs 80 ounces in silver, \$15 in gold and a small percentage in lead. This company is working a large crew, and will commence shipping as soon as they have gone in a few feet further.

NELSON.

At this point considerable building is now going on, and the general opinion prevails that the best residential part will be northward towards the Nelson & Port Sheppard railway terminus, including Nelson City, where there is likely to be much air in the near future. The unsurveyed portion of Nelson city will be platted, and this valuable property will be offered for sale.

OTTAWA LETTER.

Ottawa, April 15.—The report of the minister of railways and canals for the year ended June 30th, 1896, was laid on the table of the house to-day by Hon. A. G. Blair.

It shows that the number of miles of completed railway was 10,387, an increase during the year of 296 miles, besides 2,106 miles of siding. The number of miles laid with steel rails was 16,137. The number of miles in operation was 16,270.

The paid up capital amounted to \$800,817,000, an increase of \$3,177,391. The gross earnings amounted to \$26,585,567, an increase of \$3,700,082, and the working expenses aggregated \$35,042,033, an increase of \$2,292,986 compared with those of the previous year, leaving the net earnings \$13,502,914, an increase of \$1,467,006. The number of passengers carried was 14,830,497, an increase of \$22,827, and the freight traffic amounted to 21,293,825 tons, an increase of 2,742,404 tons. The total number of miles run by trains was 44,500,000, an increase of 3,828,742.

The accident returns show 11 passengers killed, of which number not one death was due to collision or derailment.

The Intercolonial railway system, 1,142 miles in operation, earned \$2,617,000, and the working expenses aggregated \$3,012,827.02, the loss on the year's operations being \$395,827.02.

The Windsor branch is maintained but not operated by the government, which takes one-third of the entire receipts. Its length is 32 miles. The government earnings amounted to \$38,561.83, and the expenditure on maintenance was \$16,470.49, leaving a profit of \$22,091.34.

The Prince Edward Island railway is 211 miles in operation, and the working expenses were \$22,128.76, the loss on the year's operations being \$2,062.02.

The gross earnings of all the government roads for the past fiscal year amounted to \$1,100,477, and compared with those of the preceding year show an increase of \$11,228.10. The gross working expenses amounted to \$3,254,442.94, an increase of \$90,004.64. The repairs and renewals of wharfs on the Intercolonial, particularly those at Halifax and Richmond, destroyed by fire, as stated in last year's report, were responsible for a large share of this increase. This item of expenditure aggregating \$72,000.25, as against \$7,824.75 the previous year.

The net loss on the operations of the year was \$113,704.17. The total expenditure on canals during the year was \$2,001,483, of which \$2,225,788 was for construction. The net revenue was \$339,538, a slight decrease as compared with 1895. On the Hudson canal the expenditure was \$85,701.

The quantity of grain passed down the St. Lawrence canals to Montreal was 211,401 tons, a decrease of 42,100 tons as compared with the previous year.

A HUMAN BICYCLE FLY.

A daring bicyclist, who rides head downward, suspended from the ceiling, is the latest freak of the magicians of wheeling. The management of a bicycle under the most advantageous circumstances is a feat in itself sufficient for most people, but when the natural order of things is reversed and the wheelman, or rather wheelwoman, chooses a ceiling seventy feet above the floor for a track, and calmly whistles her wheel about, now here, now there, like a human fly, the performance becomes marvellous indeed.

Amateur Paula is the name of this wonderful expert, who for a long time past has been noted as one of the most skillful trick riders in France. One day in a circus in Berlin she saw a young woman who called herself a "human fly" walking about head downward, on the ceiling.

"I will wager a new hat," she said "that I can ride a bicycle on the ceiling."

On the night of the exhibition the circus was crowded with spectators, who gazed curiously at a huge circular disc which was firmly fixed to the roof of the building, seventy-five feet above the heads of the audience. Almost twenty-five feet above the floor was fixed a stout net, to catch the rider should she fall. As seen from below, the huge disc high up against the roof appeared to be covered with rubber or some similar substance. Mile after mile Paula appeared upon the platform at the edge of the disc, dressed in a costume, while an attendant carried her machine, with an ordinary diamond frame, model, with a steel wire and sort of strap harness arrangement firmly fixed to the saddle. This harness was so made that when the rider took her seat a belt of stout leather fastened around the waist, while two steel rods, well padded and reinforced with leather straps, passed over the shoulders and were securely fastened to the frame work of the wheel.

Set about half an inch apart along the circumference of both discs were what appeared to be tiny cups of rubber. Fitted to each side of both wheels were supplementary wheels of most peculiar construction. The rims were made in sections, each about four inches in length, and joined together on the inside by hinges. To the outside of each of these sections were firmly fixed two rubber cups.

When the bicycle was placed in position, with the wheels the lower disc, the face of the disc and the saddle downward, Paula finally got herself into the saddle and harness, head downward, and then started the machine, riding slowly, but steadily without effort. After several trips around the disc she became venturesome and increased her speed. For ten minutes she scoured the disc, whirling like a human top.

MOUNTAIN SHEEP IN COLORADO.
Mountain sheep appear to be increasing in Colorado, and, stranger still, the rare and timid animals are lowering their standards among the high mountain peaks and drawing nearer to the habitations of man than ever before. In the comparatively low lands, near the town of Jefferson, there is now a flock of fifty or more mountain sheep, says the Denver Republican. Jefferson is on the South Park railroad, about 81 miles southwest of Denver, in Park county. It is an old-fashioned community, and has near it the well known summer resort, Jefferson Lake. The vicinity, disturbed by the rumble of trains as well as the sounds of human life and industry, is not at all a quiet one. It has none of the characteristics which usually mark the natural home of the almost extinct mountain sheep.

And yet for several days past a band of at least 50 of the half-bred, large-horned native sheep of the Rocky Mountains have been calmly grazing around the town of Jefferson and close to the railroad. It is said that the sheep do not display any sign of fear of the Jefferson people. Many of them come in upon daylight, within easy pistol shot of the residents. They do not run away unless somebody purposely tries to frighten them.

For many years past the sight of a mountain sheep has been a rarity in Colorado, and usually only one at a time has been seen. A hunter far off from civilization caught a solitary sheep once on a large meadow some wild and steep canyon, but hardly ever within gunshot range. No such thing as 50 sheep together has been reported even by the experienced Munchausen of hunters. When a lone sheep was seen it usually disappeared from view at the slightest alarm.

Considering these things, the descent of a flock upon the town of Jefferson, as though they had formed themselves into an excursion party somewhere among the mountains, does not look reasonably explainable. The general theory is that bitter cold and deep snows in the higher altitudes drove them downward, and that they joined together for mutual protection as they travelled from peak to peak. Killing mountain sheep is absolutely prohibited by law in Colorado. It is a closed season all the year round with the animals just as it is with the buffalo.

Patentation of the heart, nervousness, tremblings, nervous headache, cold hands and feet, pain in the back, and other forms of weakness are relieved by Carter's Iron Pills, made especially for the blood, nerves and complexion.

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VETERINARY SURGEON.
Graduate Ont. Vet. Col. Member Ont. Vet. Med. Soc. Office at Bray's Livery, 109 Johnson street. Telephone 162; residence telephone 117. Calls promptly attended to day or night. Victoria, B.C.

SCAVENGERS.

JULIUS WEST, GENERAL SCAVENGER,
successor to John Dougherty. Yards and compounds cleaned, contracts made for removing earth, etc. All orders left with James Fell & Co., Port street, grocers; Cochrane & Mann, corner of Yates and Douglas streets, will be promptly attended to. Residence, 50 Vancouver street. Telephone, 130.

WANTS.

WANTED—For country hotel, young woman accustomed to hotel work. Address: A & Co., Times office. 1w

WANTED—A large sized Duplex pump for 84 or 4 inch. The latest and best. James Desbriay, New Westminster.

ANYONE desiring information about the Independent order of Foresters address Organiser James H. Falconer, Deputy Supreme Chief Ranges for B.C., 100 Government St., Telephone 53.

SOLICITORS WANTED for Dr. Talmage's "The Earth, Girlish," or his famous four around the world, a thrilling story of savage and barbarous lands; Four million of Talmage's books sold, and "The Earth Girlish" is the latest and grandest; demand enormous; everybody wants this famous book; only \$3.50; big book; big commissions; a gold mine for workers; credit given; freight paid; outfit free; drop ads, trash and sell the king of books, and make \$200 a month. Address for outfit and territory, The Dominion Company, Star Building, Chicago.

WANTED—Reliable women in every locality to introduce a new discovery among the ladies. A pleasant employment, and a salary of \$12 a week guaranteed. Write for particulars, The Antiseptic Medicine Co., London, Ont.

WE WANT AT ONCE—Reliable men in every section of the country to represent us, to distribute our advertising matter, and to keep our show cards tacked up in towns and along all public roads; commission, or salary \$50 a month and expenses. For particulars write The World Medical Electric Co., London, Ont.

FOR SALE.

FOR SALE—One young cow (¾ Jersey); fresh calved; gentle; used to children. Apply J. Sherburn, 15 Oscar street.

ROCK BAY HOTEL for lease or sale.

FOR SALE—Small Bay Mare, suitable for lady to drive or for light work. Price \$25. Apply "G. D." Times office. 1f

FOR SALE—A portion of the N. & S. Sanitch Agricultural Society's land in South Sanitch, containing 64 acres more or less, about 20 acres clear; never falling stream of water. For further particulars apply to the secretary, H. E. Haldson, Torquay, P. O., B. C. m5-1f-4w

FOR SALE—Fourteen acres land and three miles from city; all fenced and cleared; five-roomed house, large barn and other buildings; just the place for small fruits and poultry. Would lease if suitable tenant offers. Address T. B. Ellis, 208 Fort street. orbit

TO LET.

TO LET—The Fort Mills House, Craigflower Road. Enquire at Mirror Saloon or of E. J. Davison, on the premises.

TO LET—Suites of furnished housekeeping rooms and private kitchen, at Elmore house, 104 Pandora avenue. Apply 97 Quadra street.

MISCELLANEOUS.

PHRENOLOGIST—Prof. Langdon gives a phrenological examination, including chart, 60c, 50c, 60c, 50c; come and see our patients and hear the children. Dominion Hotel, room 22; hours, 3 to 9 p.m. Positively last week.

A & W. WILSON
PLUMBERS AND GAS-FITTERS.
Sed Bagners and Tinsmiths. Dealers in best quality of Heating and Cooking Stoves, Ranges, etc. Shipments supplied at lowest rates. Broad street, Vic. A R C Telephone call 119

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If the lines in the figure are not equally black in all the different meridians, it indicates a defect of sight that causes nervous headache, and should be corrected at once by the use of glasses.

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Mining Engineer and Assayer,
75 Broad Street, VICTORIA, B.C.

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WING ON,

Importer and Dealer, Commission and Employment Agent, has removed office to No. 54 Cornmarket st., 2 doors above old store.

Kong Sing Wing Co.

Have opened the best store in the city. Everything choice. Groceries, fruit and vegetables, underclothing, shirts, etc. Employment agency. Don't do anything until you see us at

No. 54 Fiquard Street, cor. Government.

Victoria City Pound.

Notice is hereby given that on Thursday, the 15th day of April, at the City Pound, situated on Chambers street, at the hour of 12 o'clock noon, I shall sell by Public Auction one Grey Mare, unless the said animal is redeemed and pound-charges thereon paid on or before the hour of sale.

Victoria, B. C., April 8th, 1897.

A. MYNERS, Poundkeeper.

B. W. Raymond, Elgin
high grade 17 ruby jewels \$17.50.
In solid silver and gold filled cases.

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The New Watchmaker and Jeweller,
63 1-2 YATES STREET.

Cleans Watches thoroughly for 75c. New Main Spring, 75c. Balance and Pallet Staffs, \$1.25, and guarantees all work for 12 months. Practical experience of over 25 years.

Stockholm Exhibition

Having been commissioned by the Hon. Sydney Fisher, Minister of Agriculture for Canada, to select an exhibit of British Columbia's forest products, as well as specimens from the mines in the several sections of the Province, I beg to intimate that I will be pleased to receive from saw mill and mine owners such samples as they may deem advisable to be sent to Sweden's exhibition, which opens early in May. I trust intending exhibitors will so arrange it as to have their products ready for shipment not later than the 24th instant. Each exhibit should be distinctly labeled, giving name of article, exhibitor's name, and locality where it came from, and if deemed advisable, a detailed description thereof.

As the period is limited, I respectfully urge promptness in the matter by intending exhibitors, whose samples will be forwarded free of all expenses from Vancouver. The exhibit of each and every individual or company will be an advertisement to these making same.

O. C. ELDRIDGE,
Vancouver, April 7, 1897.

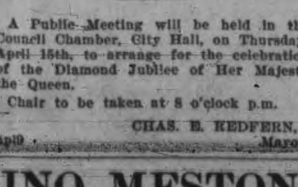
Diamond Jubilee Celebration.

A Public Meeting will be held in the Council Chamber, City Hall, on Thursday, April 15th, to arrange for the celebration of the Diamond Jubilee of Her Majesty the Queen.

Chair to be taken at 8 o'clock p.m.

CHAS. B. REDFERN, Mayor.

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A perfect Remedy for Constipation, Sour Stomach, Diarrhoea, Worms, Convulsions, Feverishness and LOSS OF SLEEP.

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